

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

SOLE Agents for the
UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL, CARLILL & CO.
General Agents.

NEW SERIES NO. 1101. 日三月廿四十二緒光 WEDNESDAY, JANUARY 4, 1899. 三拜禮 號四月正英港香 THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

SUBSCRIBED CAPITAL..... Yen 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 6,000,000

Head Office—YOKOHAMA.

Branches and Agencies—
KOBÉ, NEW YORK.
LONDON, LYONS.
SAN FRANCISCO, HONOLULU.
BOMBAY, SHANGHAI.

LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" " 4 "
" " 3 "
" " 3 "

S. CHOI, Agent
Hongkong, 3rd October, 1898. [382]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND..... \$ 9,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
Hon. J. BILL-IRVING, Chairman
R. M. GRAY, Deputy Chairman
C. Beurmann, Esq.
David Gubbay, Esq. | A. J. Raymond, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
R. H. Hill, Esq. | R. Shewell, Esq.
A. McConaughy, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER—
Hongkong—T. JACKSON, Esq.
MANAGER—
Shanghai—J. P. WADE, GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager
Hongkong, 13th August, 1898. [383]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained by application.

INTEREST on deposits is allowed at 3½ PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager
Hongkong, 1st August, 1895. [384]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853;
HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £800,000
RESERVE LIABILITY OF SHAREHOLDERS..... £800,000
RESERVE FUND..... £450,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.
" " 6 "
" " 3 "
" " 3 "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 24th May, 1898. [385]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels
SUBSCRIBED CAPITAL..... 5,000,000
PAID-UP CAPITAL..... 2,500,000

Head Office—SHANGHAI.
Branches and Agencies—
CANTON, HANKOW,
CHEFOO, PEKING,
CHINKIANG, SWATOW,
FOOCHOW, TIENTSIN.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the
above places, and sells Drafts and Telegraphic
Transfers payable at its Branches and Agen-
cies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months
4% " " 6 "
5% " " 12 "
E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [386]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital..... £1,000,000
Paid up Capital..... £343,374

HEAD OFFICE—HONGKONG.
Court of Directors—
D. Gillies, Esq.
J. T. Lauts, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
Chief Manager
C. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 30th November, 1897. [387]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, &c. Paramatta, C. F. Preston, R.N.R., Noon, 7th Jan., Freight or Passage.
JAPAN Kusetta*, E. P. Bishop, 5 P.M., 7th Jan., Freight or Passage.
STRAITS, &c. Peshawur, F. W. Vibert, R.N.R., About 7th Jan., Freight only.
SHANGHAI Bengal, S. Batchelor, About 7th Jan., Freight or Passage.
JAPAN Socotra*, T. H. Eide, R.N.R., About 10th Jan., Freight only.
LONDON Japan, G. K. Wright, R.N.R., About 10th Jan., Freight or Passage.
* (Passing through the Inland Sea). [388]

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th December, 1898. [389]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO HER MAJESTY, GOVERNMENT,
MANUFACTURERS OF THE

Best Qualities of ASBESTOS GELS AND PACKINGS,
HYDRAULIC AND SELF-LUBRICATING PUMP PACKINGS, of all kinds.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities,
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT, THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,
1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,

Manager.

CITY OFFICE, 7, Duddell Street,
Hongkong, 4th January, 1899. [390]

DON'T MISS

THE OPPORTUNITY OF SEEING SPECIMENS OF THE LATEST

PARISIAN BONBONNIERES

FILLED WITH THE CHOICEST

PARISIAN FONDANTS & CHOCOLATES.

Large and Varied Collection of the Latest and Most Beautiful
Novelties. Specialities in Round and Square Boxes,
where the Contents is the chief object.

WE INVITE YOU TO CALL AT

14—The Apothecaries Hall.

WATKINS & CO.

ROBERTSON SANDERSON & CO., LIMITEDE.

LEITH.

CELEBRATED SCOTCH WHISKIES.

Per Case.

"GLENLEITH" BRAND	... \$10
"SECOND TO NONE"	12
"MOUNTAIN DEW"	12
LIQUEUR WHISKY	15

All the above brands we guarantee to be pure Malt Whiskies. The differences in price
are regulated by the age of the Whisky. The "Second to None," "Mountain Dew" and
Liqueur Whisky are all over ten years old.

SOLE AGENTS FOR HONGKONG AND SOUTHERN PORTS OF CHINA.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

Hongkong, 16th May, 1898. [391]

JUST ARRIVED,

EGYPTIAN CIGARETTES

FROM THE WELL KNOWN MANUFACTURERS

ANGLO EGYPTIAN CIGARETTE CO., CAIRO.

BRANDS: In tins of: Price per tin:

SULTANS 100 \$2.00

PACHAS 100 2.50

UNEQUALLED AIR TIGHT HERMETICALLY SEALED TINS.

W. BREWER & CO.,

UNDER HONGKONG HOTEL.

Hongkong, 13th October, 1898. [392]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTRY, DIARRHOEA, HEMORRHAGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),

9, Old China Street,

Shanghai. [393]

12th October, 1898.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE
SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR, the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

FLETCHER & CO.

and

CARMICHAEL & CO.

Hongkong, 1st December, 1898. [394]

Intimations.

THE WANCHAI WAREHOUSE AND
STORAGE CO., LIMITED.

NOTICE is hereby given that the EIGHTH
ORDINARY ANNUAL MEETING
of the SHAREHOLDERS will be held at the
OFFICE of the General Managers, No. 5,
Queen's Road Central, on MONDAY, the 16th
January, 1899, at 3 o'clock in the afternoon,
for the purpose of receiving the report of the
General Managers, together with a statement
of the accounts to the 1st December, 1898.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to 16th January,
1899, both days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 30th December, 1898. [395]

EQUITABLE

LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.

RESULT OF 1898.

New Business £ 35,416,867
in 1897 33,699,103
Policies in Force £ 204,168,167
in 1897 198,159,549
Total Assets £ 53,125,000
in 1897 49,349,330
Surplus Funds £ 11,458,333
in 1897 10,329,828

To-day's
Advertisements.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by PUBLIC AUCTION, ON

SATURDAY, the 7th January, 1899,
Commencing at 2.30 P.M.

at his SALES ROOMS, Zealand Street, No. 2.

A LARGE QUANTITY OF
USEFUL HOUSEHOLD FURNITURE.

Comprising—
DRAWING ROOM SUITES, WARDROBES, OVERMANTLES, SIDEBOARDS, DESKS, CENTRE-TABLES, SIDE-TABLES, EXTENSION DINING-TABLES, WHATNOTS, CHAIRS, WASHING-STANDS, TOILET-TABLES, CARPETS, PICTURES, CLOCKS, ORNAMENTS, GLASS, PLATED & CROCKERY-WARE, &c., &c.

Also
A few pieces of CANTON CARVED BLACKWOODWARE.

2 COTTAGE PIANOS.

1 GENT'S and 1 LADY'S BICYCLE.

Catalogues issued Price to Sale.

On View at the Undersigned's.

TERMS OF SALE—As customary;

PAUL BREWITT,
Auctioneer.

Hongkong, 4th January, 1899. [19a]

19a

which the Royal Navy can give, but we must never let away with the idea that the Royal Navy is the only service that keeps the Empire going. At one time the Royal Navy was in a state of disrepair, and not in that condition which our bands used to signify when it was in. They used to play "Britannia rules the Waves," but unfortunately at that time Britannia did nothing of the sort (Laughter). We live on water-borne Commerce and water-borne food; our Empire extends all over the world, therefore we present a very large target which we have to settle disturbances that is a land question, that must necessarily be a military question. But the first essential is to have command of the sea (applause). Our rate of insurance if you take the Naval Budget as a test, was far larger in the old days than it is even now. Though it is now better, there are a certain amount of things yet to be done to make the Navy efficient. There is a certain amount of things that ought to be removed to make the Navy perfectly contented. It is the business of public men to bring before the public any cases of injustice attached to any branch of the service (applause). What we want now are the auxiliaries of defence. You can now in these days repair ship after action, like in the old days when you carried all the necessities of repairs with you, but now you must go to a Dock-yard. The human element is what will win the nation, and I believe that our officers and men are just as good as they were in the old days (applause). Every man in the Navy should have an excellent training and a good nerve. A man may think he is as good at fifty as he was at forty, but he is nothing of the sort (Laughter). He may be good for administrative purposes, but you want young men who do not fear the consequences. When you get to a certain age you know too much; you are not in lined to rise so much as when you were young (laughter). If he commanded a fleet he should like all his ships to be in the hands of young men because he knew they would not count the consequences (laughter) they didn't know enough to count the consequences. He believed the men in the Navy at the present day to be second to none (Applause). When he joined the service they had plenty of cat and little discipline, now we have abolished the cat but have very good discipline. He did not believe there were a better class of men, both in character and discipline, than the men of Her Majesty's Fleet. Lord Charles concluded by thanking the assemblage for the kind way in which they had drunk the health of the Officers, Seamen, and Marines of Her Majesty's Fleet, (Loud Applause.)

11.15. Major General Gascogne responded for the army, and Sir John Carrington for the Reserve Forces.

The President said—Your Excellencies and Gentlemen, The toast of the evening "Our Guest," which I have now the honour to propose, needs few words in an assemblage like this, of Navy Leaguers—or in any gathering in the world of British men, when that guest is Lord Chas. Beresford. It falls to the lot of but few men to do in their day and generation what has been done by "Our Guest." Nineteen years ago, Admiral—then Capt. Lord Beresford—roused our country to a sense of her deadly peril. As an Irishman, he was a born orator. As a distinguished naval officer and seaman, he was listened to as an expert. He showed the people of Great Britain, that their fleets were insufficient and obsolete, that their reserves of seamen non-existent, that their Naval dockyards were incapable of coping with the strain of a great war; in short that our world wide empire, our very existence as a nation was trembling in the balance, whilst we slumbered in a fool's paradise, and had forgotten the deeds of our great grandfathers in 1800 and writing. Moreover, there were not wanting signs and tokens, that there were plenty of hungry eagles, sharpening bill and talons, to shred the old lion's carcass, and carry on the young whelps. The Press patriotically cooperated and then—it is unnecessary to recapitulate after a Navy League dinner what followed. It is directly due to Lord Chas. Beresford that the country was roused and the first naval programme formulated and carried out. Great however as had been his achievements, the hardest part of his task yet remained, to keep the strain up, the screw on. After the first spurt—the big spurt, at the twenty millions, the old lion was inclined to go to sleep again, forgetting that time was not standing still for the birds of prey. Then, "Our Guest" showed his grit; throughout the length and breadth of Britain, he preached to his countrymen—showing them that the old order had changed, steam and steel were not as wind and wood. When we fed ourselves, and fought the world, Dutchmen and Dagos had no place in our Merchant Navy. However, Gentlemen, the League to which you belong, has taught you the gigantic nature of the task undertaken by Lord Beresford, and how loyally and gallantly, he bore the brunt of the battle. Three years ago our League was born, of which, if he was not the founder, he is surely the foundation and corner stone, and our great oracle. Purely patriotic as are our aims, with no party platform, still, our propaganda has not spread as widely, or as rapidly, in Great, as in Greater Britain. The reasons are not far to seek, we have fewer parochial politics (though we can do a fair wrangle here too, on occasion) and we are daily stared in the face with what would be our fate, if Britain lost command of the seas—not the narrow seas only, now mark you, Gentlemen, but all the seas that girdle the earth. In Hong Kong to-night, we number 331 Leaguers, nearly half the adult civil male British population. Gentlemen we are no better nor wiser than our fellows at home we are not all, nor nearly all, dilettanti out here for the good of our health, or to wear not our old clothes, but we see what the bulk of our countrymen at home hardly hear of what Britain has to face, and we know locally what it has to be faced with. We are not utterly selfish, it is not only of our own skins of which we think. We are a portion of the tentacles of that great octopus (our dear friends across the channel call Great Britain) that are spread over the earth, gathering in the fulness thereof to the Homeland. We are guilty of the folly and iniquity of affording a fair field, and no favour, to each and all a like, German or British, Turk or infidel—worse still despite this crass ignorance and imbecility, the old octopus gets her share, (more than her share, so think and say some of our dearest friends), of this world's goods and waste lands. Living here, by this door, we know there are other doors, in Africa and elsewhere, but this particular door, the Chinese door, was opened some fifty odd years ago by British sword, and the hinges albeit a bit rusty, have since then, from time to time, been lubricated with British blood, so through this door, for these reasons, we think we have a right of entry. If two missionaries equal Klauchow, "pro rata," how much of China should be British? These Gentlemen are doubtless some of the causes which induce much "of what is best of the youth and maturity of the Colony," to roll up and join the Navy League. If the vital necessity to the Empire of a strong navy could be as vividly impressed on our countrymen at home as it is to us, there would be no necessity for our League: the stems of British battle ships would be everywhere in evidence wedging open the doors of trade, and the Nation would see to it, that the supply of trained men to man those ships was not wanting. As business people would underwrite the concern at a fair book value. This evening is

LORD CHARLES BERESFORD AND THE CHINA ASSOCIATION.

The Hongkong Branch of the China Association entertained Lord Charles Beresford at the Hongkong Club this afternoon. Fifty guests sat down to table, including His Excellency the Vice-Admiral Commander-in-Chief, His Excellency Major General Gascogne, Commodore Swinton Holland, Captain Sir Edward Chichester C.M.G., and Sir John Carrington. His Excellency the Governor was unable to be present owing to a prior engagement. There were but three toasts, the Queen being proposed by the Chairman. Mr. Jackson proposed the health of the Army, the Navy and the Reserve Forces, to which the Admiral, the General and Sir John Carrington replied. The Chairman proposed the health of Lord Charles Beresford, to which his Lordship replied. The party broke up at 4 p.m. after a most successful entertainment.

NOT ANDA.

CALENDAR.

JANUARY.

Meteorological means based on ten years' observations to 1893.

Barometer 29.81
Thermometer 80.1
Humidity 77
Rainfall 8.58

TO-DAY.

WEATHER REPORT
On date at 10 a.m. On date at 4 p.m.
Barometer 30.24 30.19
Thermometer 58 62
Humidity 43 28
Rainfall 0

TO-DAY.

Wednesday, 4th January, 1899.
Chinese—23rd of 11th moon of 25th year of Kwang-tsu.

High water—Morning 0hr. 8min.
Afternoon 0hr. 10min.
Low water—Morning 0hr. 37min.
Afternoon 0hr. 14min.

ANNIVERSARIES.

1852—The Amason burnt.
1870—Great Fire at Tokio.
1884—First election by the Hongkong Justices of the Peace of a member of the Legislative Council.
1897—A Deputation of the Court of Admirals congratulated Sir John Carrington on his knighthood. Massacre of British Officials near Bonin.

TO-MORROW.

Thursday, 5th January, 1899.
Chinese—24th of 11th moon of 25th year of Kwang-tsu.

Moon—Last Quarter 10hr. 58min. a.m.
High water—Morning 0hr. 9min.
Afternoon 0hr. 10min.
Low water—Morning 0hr. 8min.
Afternoon 0hr. 10min.

ANNIVERSARIES.

1842—Sir Isaac Newton born.
1757—Calcutta recaptured by Clive.
1827—Duke of York died.
1840—Decree of Emperor Tao-kuang prohibiting trade with the English.

1848—Commissioner Yeh captured.
1876—D. Smith, late chief officer of Canton river-steamer Ichang, committed suicide.

1896—Village of Geng Persia destroyed by earthquake 800 killed. The Government yielded to the Chinese petition re the

Light and Pass Ordnance.

1897—Sharp shock of earthquake at Kiukiang.

Trial of Mrs. Crew commenced at Yokohama.

1898—The Company's Steamship

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Chelydra*) to-morrow.
Australian (*Chingchou*) to-morrow.
English (*Bengal*) 7th inst.
Australian (*Guthrie*) 8th inst.
Indian (*Lightning*) 10th inst.
German (*Preussen*) 11th inst.
American (*City of Peking*) 20th inst.
American (*Gaile*) 21st inst.

THE N. G. I. steamer *Biaggio* left Bombay for this port yesterday, the 3rd, and is due here on or about the 19th instant.

THE Agents (Messrs. D. Bassoon, Sons & Co.) inform us that the Company's steamer *Lighthill* from Calcutta and Straits, left Singapore for this port at 6 p.m. on Wednesday, the 28th ult.

Ho Tang, there is no European nation which would like to see China strong. I said to him, you are quite mistaken. Some of you people are ignorant of the ideas and the true objects of the nations of Europe in general and Great Britain in particular. Their object is to strengthen China and put her into a position of strength, it will be indirectly an advantage to all other nations, because when China is in a better state of civilization, and the people come more into contact with Europeans, I make bold to say trade and commerce will a hundred fold increase (applause) I have listened to-day very attentively to the remarks made by His Lordship in the Chamber of Commerce and also the remarks made this evening, and I only regret that there is not one Minister in China who is of the same type as His Lordship (applause) I must congratulate this Lordship most heartily on the thorough grasp of the situation he has secured during his very short stay in China. I dare say you will agree with me that there is no one in this world who could have done better than His Lordship (applause).

Gentlemen, I did not know that I was to be called upon to make a speech, but I have done what I could under the circumstances, I have been called upon suddenly, and I say that to-night's dinner is one of the best given by Europeans and Chinese collectively in the Colony. I hope this will be the forerunner of many future dinners of this sort.

Personally I am a great believer in the open door.

(Applause) I have studied the Chinese question, and speaking as I am from a commercial point of view, I fully concur in his Lordship's remarks upon his great undertaking.

I am sure His Lordship will be able to convince his fellow countrymen to follow him in gaining the object he has in view. (Applause)

Sir, with these few remarks, I ask all the Chinese gentlemen in this room to thank his

Lordship most heartily and warmly for the deep interest he has taken in Chinese affairs. (Loud applause).

Mr. Jackson proposed the health of Captain Hastings, the President.

"God save the Queen" was sung, and after

three cheers for Lord Charles Beresford the party broke up at midnight.

Homeward—Dec. 27th *Denmark*, *Osprey*.

Homeward—Dec. 27th *Denmark*, *Osprey*.

which the Royal Navy can give, but we must never let away with the idea that the Royal Navy is the only service that keeps the Empire going. At one time the Royal Navy was in a state of disrepair, and not in that condition which our bands used to signify when it was in. They used to play "Britannia rules the Waves," but unfortunately at that time Britannia did nothing of the sort (Laughter). We live on water-borne Commerce and water-borne food; our Empire extends all over the world, therefore we present a very large target which we have to settle disturbances that is a land question, that must necessarily be a military question. But the first essential is to have command of the sea (applause). Our rate of insurance if you take the Naval Budget as a test, was far larger in the old days than it is even now. Though it is now better, there are a certain amount of things yet to be done to make the Navy efficient. There is a certain amount of things that ought to be removed to make the Navy perfectly contented. It is the business of public men to bring before the public any cases of injustice attached to any branch of the service (applause). What we want now are the auxiliaries of defence. You can now in these days repair ship after action, like in the old days when you carried all the necessities of repairs with you, but now you must go to a Dock-yard. The human element is what will win the nation, and I believe that our officers and men are just as good as they were in the old days (applause). Every man in the Navy should have an excellent training and a good nerve. A man may think he is as good at fifty as he was at forty, but he is nothing of the sort (Laughter). He may be good for administrative purposes, but you want young men who do not fear the consequences. When you get to a certain age you know too much; you are not in lined to rise so much as when you were young (laughter). If he commanded a fleet he should like all his ships to be in the hands of young men because he knew they would not count the consequences (laughter) they didn't know enough to count the consequences. He believed the men in the Navy at the present day to be second to none (Applause). When he joined the service they had plenty of cat and little discipline, now we have abolished the cat but have very good discipline. He did not believe there were a better class of men, both in character and discipline, than the men of Her Majesty's Fleet. Lord Charles concluded by thanking the assemblage for the kind way in which they had drunk the health of the Officers, Seamen, and Marines of Her Majesty's Fleet, (Loud Applause.)

LORD CHARLES BERESFORD AND THE CHINA ASSOCIATION.

Notice of Firms.

NOTICE.

WE have This Day admitted Mr. LEONARDO NORONHA and Mr. JOSE PEDRO BRAGA Partners in our FIRM, NORONHA & CO., Printers & Publishers, Hongkong, 31st December, 1898. [1547]

NOTICE.

WE have This Day admitted Mr. ALFRED HEINRICH FINKE a Partner in our FIRM, GROSSMANN & CO., Hongkong, 1st January, 1899. [1549]

NOTICE.

FROM Date my business will be carried on under the STYLE and FIRM of GEO. R. STEVENS & CO. GEO. R. STEVENS, Hongkong, 1st January, 1899. [1550]

NOTICE.

M. R. GUSTAV ADOLPH DEGENER-BOENING retired from our FIRM on the 1st December, 1898. We have established a BRANCH of our FIRM at TSINTAU, (KIAO-CHOU BAY).

Mr. C. SCHWENCHE has been authorized to sign our FIRM by pro-curation in Hongkong from This Date. CARLOWITZ & CO., Hongkong, 1st January, 1899. [1551]

NOTICE.

THE business of DODWELL, CARLILL & CO. here and at Shanghai, Hankow, Yokohama, Kobe, Tacoma Wash., Portland Ore., Victoria, B.C., and Dock House, London has from This Day been transferred to, and will be conducted under the title of, DODWELL AND COMPANY LIMITED.

Mr. EDMUND SINGLETON WHEELER has been appointed Manager, and Mr. GEORGE HAROLD MEDHURST, Sub-Manager, at This Port. All Debts due to or by the FIRM of DODWELL & CO. will be received or paid by DODWELL & CO. Ltd.

Hongkong, 1st January, 1899. [1552]

NOTICE.

THE business of DODWELL, CARLILL & CO. here and at Shanghai, Hankow, Yokohama, Kobe, Tacoma Wash., Portland Ore., Victoria, B.C., and Dock House, London has from This Day been transferred to, and will be conducted under the title of, DODWELL AND COMPANY LIMITED.

Mr. EDMUND SINGLETON WHEELER has been appointed Manager, and Mr. GEORGE HAROLD MEDHURST, Sub-Manager, at This Port.

All Debts due to or by the FIRM of DODWELL & CO. will be received or paid by DODWELL & CO. Ltd.

Hongkong, 1st January, 1899. [1553]

NOTICE.

THE business of DODWELL, CARLILL & CO. here and at Shanghai, Hankow, Yokohama, Kobe, Tacoma Wash., Portland Ore., Victoria, B.C., and Dock House, London has from This Day been transferred to, and will be conducted under the title of, DODWELL AND COMPANY LIMITED.

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Hongkong, 1st January, 1899. [1554]

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Hongkong, 1st January, 1899. [1555]

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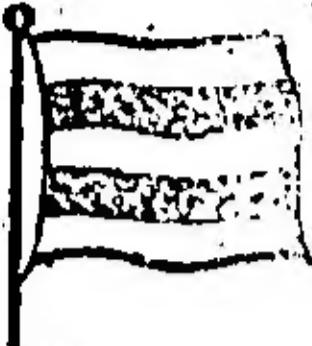
Hongkong, 1st January, 1899. [1556]

NOTICE.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS, FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMER.	DESTINATION.	SAILING DATE.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 5th January, at 4 P.M.
HITACHI MARU	(YOKOHAMA, KOBE, KURE, MOJI and NAGASAKI)	TUESDAY, 10th January, at 4 P.M.
TENSHIN MARU	KOBE and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
KAGOSHIMA MARU	KOBE and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
ISAWA MARU	SHANGHAI, CHENGULPO and NAGASAKI	FRIDAY, 20th January, at 4 P.M.
SAGAMI MARU	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 22nd January, at Daylight.
KINSHU MARU	SEATTLE, (WASH., U.S.A.) via KOBE, YOKOHAMA and VICTORIA, B.C.	THURSDAY, 26th January, at 4 P.M.
TOKIO MARU	THURSDAY ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th January, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 3rd January, 1899.



SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

LIQUORS Factories - PRESERVES Factories
Laboratories of DRUGGISTS - ESSENCES Factories
STEAM KITCHENG

EGROT & GRANGE, rue Mathis, PARIS

Apply to MESSRS. DODWELL & CO., Hong Kong.

COMBUSTION

The human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body is dead, flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Brings a healthy combustion, by supplying the blood with the principle of carbon - the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body warm. It nourishes when all other food is of no avail. All chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

SERRAVALLO'S

FERRUGINOUS OUBRINE

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & CO.

Hongkong, 1st September, 1898.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO.,

Bank Buildings.

Hongkong, 9th March, 1898.

SIEN TING,

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from

Oppression in breathing, stifling sensations,

Hoarseness, and Loss of voice, Nervous coughs,

Laryngitis, Colds, with

Sore Throat, Bronchitis, Insomnia,

Cataract affections, and difficulty in Inspiration, are promptly relieved

by these Cigarettes.

G. GRIMAULT & CO., Paris, Sold by all Chemists.

SANTARY SOAP.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO.,

Bank Buildings.

Hongkong, 9th March, 1898.

RECEIVED Big-folks preservative Grimault's

Mixture as the most active and at the same time

the most inexpensive remedy in the treatment

of Acute and Chronic Diseases. These Capsules,

which contain Grimault's, have not the inconvenience of

indigestion, nausea.

MATICO INJECTION is used in recent

and

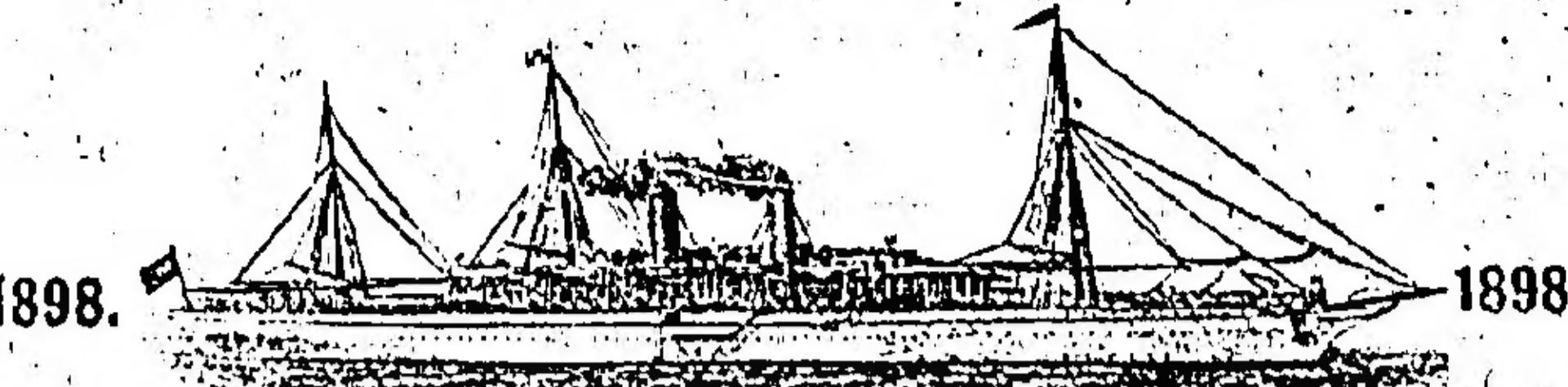
MATICO CAPSULES in chronic cases

GRIMAULT & CO., Paris, Sold by all Chemists.

Hongkong, 27th September, 1898.

[13]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1898.

1898.

SAFETY SPEED PUNCTUALITY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 18th Jan., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 15th Feb., 1899.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PAN-AMERICAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent, FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers to be booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan.

The attractive features of the Company's route embrace its PALatial STEAMSHIPS, (second to none in the World), the LUXURiANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Order's Street. [13]

Hongkong, 21st December, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

THE Steamship

"AMERICA MARU."

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on or about the 15th January.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICES until the same time.

All parcels should be marked to address in full. Value of same is required.

Consultar Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1898. [13]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Honolulu (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 5th January, at Noon.

Passengers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 24th December, 1898. [13]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

FLASHSHAIH, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Cedardale 3,730 J. McGillivray Jan. 10.

Olympia 3,608 J. Trabridge Jan. 14.

Victoria 3,502 J. Panton Feb. 14.

Tacoma 3,553 A. Dixon Feb. 25.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia 2,605 A. Gow Jan. 28.

Monmouthshire 2,874 W. A. Evans Feb. 18.

Lancaster 3,677 J. Williamson Mar. 11.

Columbia 2,605 A. Gow April 15.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second, none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YOSEMITE NATIONAL PARK route.

Passengers to Europe may proceed by one of the first class ATLANTIC LINERS.

HONGKONG TO TACOMA £38.